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UTILITY PATENT APPLICATION TRANSMITTAL <small>(Only for new nonprovisional applications under 37 CFR 1.53(b))</small>	Attorney Docket No.	00-5487	Total Pages	
	First Named Inventor or Application Identifier			
	LAWSON, WILLIAM			
	Express Mail Label No.	EL497345674US		

APPLICATION ELEMENTS <small>See MPEP chapter 600 concerning utility patent application contents.</small>	ADDRESS TO: Assistant Commissioner for Patents Box Patent Application Washington, DC 20231
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1. ☒ Fee Transmittal Form
(Submit an original, and a duplicate for fee processing)

2. ☒ Specification [Total Pages **13**]
(preferred arrangement set forth below)

- Descriptive title of the Invention
- Cross References to Related Applications
- Statement Regarding Fed sponsored R & D
- Reference to Microfiche Appendix
- Background of the Invention
- Brief Summary of the Invention
- Brief Description of the Drawings *(if filed)*
- Detailed Description
- Claim(s)
- Abstract of the Disclosure

3. ☒ Drawing(s) (35 USC 113) [Total Sheets **3**]

4. Oath or Declaration [Total Pages **1**]

a. ☒ Newly executed (original or copy)

b. ☐ Copy from a prior application (37 CFR 1.63(d))
(for continuation/divisional with Box 17 completed)
[Note Box 5 below]

i. ☐ DELETION OF INVENTOR(S)
Signed statement attached deleting inventor(s) named in the prior application, see 37 CFR 1.63(d)(2) and 1.33(b).

5. ☐ Incorporation By Reference *(useable if Box 4b is checked)*
The entire disclosure of the prior application, from which a copy of the oath or declaration is supplied under Box 4b, is considered as being part of the disclosure of the accompanying application and is hereby incorporated by reference therein.

6. ☐ Microfiche Computer Program *(Appendix)*

7. Nucleotide and/or Amino Acid Sequence Submission *(if applicable, all necessary)*

a. ☐ Computer Readable Copy

b. ☐ Paper Copy (identical to computer copy)

c. ☐ Statement verifying identity of above copies

ACCOMPANYING APPLICATION PARTS

8. ☐ Assignment Papers (cover sheet & document(s))

9. ☐ 37 CFR 3.73(b) Statement ☐ Power of Attorney
(when there is an assignee)

10. ☐ English Translation Document *(if applicable)*

11. ☒ Information Disclosure Statement (IDS)/PTO-1449 ☐ Copies of IDS Citations

12. ☐ Preliminary Amendment

13. ☒ Return Receipt Postcard (MPEP 503)
(Should be specifically itemized)

14. ☒ Small Entity Statement filed in prior application, Status still proper and desired

15. ☐ Certified Copy of Priority Document(s)
(if foreign priority is claimed)

16. ☐ Other: _____

17. If a CONTINUING APPLICATION, check appropriate box and supply the requisite information:

☐ Continuation ☐ Divisional ☐ Continuation-in-part (CIP) of prior application No: _____/_____

18. CORRESPONDENCE ADDRESS

☐ Customer Number or Bar Code Label or ☒ Correspondence address below
(Insert Customer No. or Attach bar code label here)

NAME	William M. Hobby, III				
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CERTIFICATE OF MAILING UNDER 37 CFR 1.10

The above-identified patent application enclosed herewith is being mailed by Express Mail No. EL497345674US on August 9, 2000.

Respectfully submitted,

William M. Hobby, III
Registration #24,167

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**STATEMENT CLAIMING SMALL ENTITY STATUS
(37 CFR 1.9(f) & 1.27(b))--INDEPENDENT INVENTOR**

Docket Number (Optional)

00-5487

Applicant, Patentee, or Identifier: WILLIAM LAWSON

Application or Patent No.: _____

Filed or Issued: _____

Title: OUTBOARD JET DRIVE BOAT

As a below named inventor, I hereby state that I qualify as an independent inventor as defined in 37 CFR 1.9(c) for purposes of paying reduced fees to the Patent and Trademark Office described in:

- ☒ the specification filed herewith with title as listed above.
☐ the application identified above.
☐ the patent identified above.

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I acknowledge the duty to file, in this application or patent, notification of any change in status resulting in loss of entitlement to small entity status prior to paying, or at the time of paying, the earliest of the issue fee or any maintenance fee due after the date on which status as a small entity is no longer appropriate. (37 CFR 1.28(b))

William Lawson
NAME OF INVENTOR

[Signature]
Signature of inventor

8/4/00
Date

NAME OF INVENTOR

Signature of inventor

Date

NAME OF INVENTOR

Signature of inventor

Date

OUTBOARD JET DRIVE BOAT

BACKGROUND OF THE INVENTION

2

3 This application claims the benefit of U.S.
4 Provisional Application No. 60/149,362, filed August
5 18, 1999.

6 The present invention relates to an outboard jet
7 drive boat and especially to an outboard jet drive
8 having an engine and jet drive mounted in a housing
9 which is removably attached to the transom of a boat
10 hull.

11 There have been several proposed types of
12 outboard jet drives for watercraft but most are
13 similar to an outboard motor in which the outboard
14 motor propeller and lower unit have been replaced with
15 a jet drive. The jet drive includes a jet pump in the
16 lower unit that operates so as to provide propulsion
17 force for a watercraft. There are advantages in
18 employing jet pumps for propulsion units as opposed to
19 propellers. The jet drive permits operation in
20 shallower water and also the propeller is shrouded and
21 there is less likelihood of injury. There has been a
22 variety of proposed constructions for outboard jet
23 drives for positioning the jet pump in different
24 positions relative to the hull transom and bottom of
25 the transom but in a typical jet drive, the engine and
26 jet drive are located directly in the hull with an
27 opening in the bottom of the hull for capturing water
28 passing under the hull and then utilizing the jet
29 pumps to thrust the water out the rear of the hull to
30 propel the boat. Outboard jet drive units are made
31 similar to typical outboard motors with a motor
32 driving a drive unit which operates a jet drive unit.

33 Prior art outboard liquid jet propulsion units
34 can be seen in the Nanami U.S. patent, No. 5,536,187,
35 for an outboard jet drive for watercraft in which the

1 jet propulsion unit is disposed forwardly of the
2 transom and beneath the undersurface of the hull for
3 improving its pumping efficiency while the motor is
4 attached to the transom of the boat. In the Jordan
5 U.S. patent, No. 4,459,117, a liquid jet propulsion
6 unit is driven by a conventional outboard motor. The
7 drive of the motor directly rotates an impeller which
8 draws water into the impeller chamber and through an
9 outlet chamber and nozzle to drive the craft forward.
10 In the Miyamoto U.S. patent, No. 4,457,724, an
11 apparatus for driving a surfboard includes an internal
12 combustion engine mounted in a box which is mounted on
13 the rear portion of the surfboard. A water jet
14 propelling device is driven by the internal combustion
15 engine for propelling the surfboard. The exhaust gas
16 system in the water jet propelling device is
17 positioned in the box. In the U.S. patent to Boyer et
18 al., No. 4,942,838, an inflatable watercraft has a
19 portable engine package. The engine package includes
20 an internal combustion engine mounted in a thin
21 fiberglass hull. The base plate of the hull includes
22 a water inlet scoop for feeding water to the pump and
23 an exhaust port for exhausting the water. The pumps
24 high pressure water outlet is pointed in the aft
25 direction above the water line to propel the craft by
26 the reaction force resulting from the high velocity
27 water jet. In the F.C. Clark U.S. patent, No.
28 3,055,175, a marine propulsion unit takes a
29 conventional outboard motor and replaces the prop unit
30 with a marine jet motor using a pump to issue a jet of
31 water to propel a boat. The Parker U.S. patent, No.
32 5,356,319, is for a boat with a removably inboard jet
33 propulsion unit in which the integral jet power unit
34 is encased in a waterproof housing and positioned in

1 a well located in the hull and is mounted to be
2 removed from the hull.

3 The present invention is directed towards an
4 outboard jet boat in which the main fuel tank and
5 controls are mounted within the hull of a boat while
6 the outboard jet drive unit is mounted in a housing
7 with an engine and is removably attached to the
8 transom of the boat. The fuel tank and controls are
9 connected between the hull and outboard drive through
10 quick disconnect couplings. The housing is shaped to
11 support an engine on a platform directly over the jet
12 drive unit for actuating the jet drive unit through a
13 clutch mechanism with the engine and jet drive
14 positioned parallel to each other.

15

16 SUMMARY OF THE INVENTION

17

18 An outboard jet drive boat apparatus has a boat
19 hull having a transom and having a removably attached
20 outboard jet drive attached to the transom. The
21 outboard jet drive includes a housing sealed against
22 the intrusion of water and has an engine mounting
23 platform therein having an engine mounted thereon on
24 flexible engine mounts. The housing has a sealable
25 entrance through the top thereof and is removably
26 attached to the transom of the hull. A jet drive unit
27 is attached in the housing below the engine supporting
28 platform and extends generally parallel to the engine
29 from the front of the housing and through the rear of
30 the housing. The jet drive unit is operatively
31 attached to the overhead engine through a clutch
32 mechanism. A main fuel tank is positioned inside the
33 hull and is connected with a fuel line to an auxiliary
34 fuel tank inside the housing and the auxiliary fuel

1 tank is connected to the engine for feeding fuel to
2 the engine. The fuel pump is mounted in the housing
3 to pump fuel to the engine from the auxiliary fuel
4 tank and from the main fuel tank to the auxiliary fuel
5 tank. Electrical controls are located in the hull and
6 coupled through the housing to the engine to control
7 the engine and jet drive unit. Quick disconnect
8 couplings allow the fuel line and control lines to be
9 rapidly connected and disconnected to the outboard
10 drive unit.

11

12 BRIEF DESCRIPTION OF THE DRAWINGS

13

14 Other objects, features, and advantages of the
15 present invention will be apparent from the written
16 description and the drawings in which:

17 Figure 1 is a sectional view taken through an
18 outboard jet drive boat in accordance with the present
19 invention;

20 Figure 2 is a sectional view of an outboard jet
21 drive housing having a jet drive unit mounted therein;

22 Figure 3 is a rear elevation of the jet drive
23 unit of Figure 2; and

24 Figure 4 is a block diagram of the connected fuel
25 tanks.

26

27 DESCRIPTION OF THE PREFERRED EMBODIMENT

28

29 Referring to Figures 1-3, an outboard jet drive
30 unit 10 is shown attached to the hull of a boat 11 on
31 the transom 12. The outdrive unit includes a housing
32 13 having a platform 14 mounted therein and having a
33 plurality of flexible engine mounts 15 attached to
34 the platform 14. An internal combustion engine 16 is

1 mounted to the engine mounts 15 on the platform 14.
2 The engine is preferably a diesel engine having a
3 turbocharger with an intercooler. A jet drive unit 17
4 is mounted beneath the platform 14 of the housing 13
5 and is attached to the front end 18 of the housing 13.
6 The jet drive unit extends through the rear 21 of the
7 housing, out an opening 20 in the housing 13. The jet
8 drive unit 17 has a water intake 22 and is positioned
9 to be about level with the bottom 23 of the hull 11.
10 A water exhaust 24 extending out the rear of the
11 housing 13. A jet pump 25 is mounted in the jet drive
12 17 for drawing the water thereinto through the jet
13 pump and out the water exhaust 24. The jet drive unit
14 17 is shown below the water line 26 and is supported
15 on brackets 29 on the front 18 of the housing 13.
16 Engine 16 has a belt drive 27 having a clutch
17 mechanism therein for connecting the engine 16 to the
18 drive pulley 28 of the jet drive unit 17. The housing
19 13 is sealed against the intrusion of water thereto
20 and sealed between the platform 14 and the housing 13
21 to prevent water intrusion and to prevent oil or
22 engine antifreeze from escaping therefrom.

23 The top of the housing 30 forms a removable entry
24 portion which is removable from the main part of the
25 housing 31, as shown in Figure 3. The housing 13 with
26 the engine 16 and the jet drive unit 17 mounted
27 therein is attached to the transom 12 of the hull 11
28 with a pair of brackets 32. Brackets 32 allow the
29 housing 13 to be mounted even with the bottom of the
30 boat hull or higher than the bottom of the boat hull
31 so as to reduce ingress of debris and damage to
32 wildlife. The hull 11 has the main fuel tank 33
33 mounted therein having a fuel tank inlet 34 and a fuel
34 line 35 extending therefrom through the transom 12 and

1 to a quick disconnect 36 where it can be quickly
2 coupled or decoupled from an internal fuel line 37
3 located inside the housing 13. The fuel line 37
4 enters an auxiliary internal fuel tank 38 which has a
5 fuel line 40 connected thereto which is connected to
6 a fuel pump 41 for pumping the fuel from the auxiliary
7 fuel tank 38 and from the main fuel tank 33 and into
8 the fuel line 42 where it is fed directly into the
9 fuel injectors of the engine 16. A fuel return line
10 43 is connected to the auxiliary fuel tank 38 and to
11 a de-aerator 44 having a bleed top 45 and having a
12 return fuel line 46 from the engine 16 fuel injectors.
13 A battery 47 is shown mounted within the housing 13
14 and is connected through a ground line 48 to the jet
15 drive unit 17. The engine and drive unit are
16 controlled through electrical control lines 50 which
17 is connected through a quick electrical connector 51
18 which is a waterproof connector mounted through the
19 housing 13 and to the engine 16 and clutch unit 27 to
20 control the operation of the outboard jet drive unit.

21 The rear wall 21 of the housing 13 has a tow
22 bracket 52 attached thereto for attaching a line. The
23 jet drive unit 17 may also have an anti-cavitation
24 plate 53 attached to the exhaust portion 54 of the jet
25 drive unit.

26 As seen in Figure 4, the main fuel tank 33 having
27 the filler cap 34 is connected through the fuel line
28 35 to the auxiliary tank 38 having an auxiliary tank
29 opening 55 and having the fuel pump 41 connected
30 through the fuel line 40 from the auxiliary tank 38
31 and through a line 42 to the fuel injectors and back
32 through a de-aerator 44 from the fuel injectors and
33 through the fuel line 43 back to the auxiliary fuel

34

1 tank 38. A breather 45 is connected to the de-aerator
2 unit 44.

3 In operation, the hull 11 has the fuel tank 33
4 installed therein along with all the controls and
5 sensors. The controls and sensors are connected
6 through the multi-line electrical conductor 50 while
7 the fuel tank 33 is connected through the fuel line 35
8 through the transom 12. The outboard drive unit 10
9 can then be attached to the brackets 32 on the transom
10 12 in a position to align the bottom of the unit with
11 the bottom of the hull 23. Then, merely attaching the
12 quick connect couplings 36 to the fuel line, connects
13 the fuel lines to the outboard jet drive while
14 connecting the quick coupling 51 connects the
15 electrical controls. If the unit has to be removed
16 for any reason, it can be disconnected from the
17 brackets 32 by disconnecting the quick couplings 36
18 and 51 to remove the entire unit. The outboard jet
19 drive unit 10 is made by constructing a waterproof
20 housing 13 mounting the jet drive unit 17 therein
21 underneath the platform 14 and mounting the engine 16
22 to the engine mounts 15 on the platform 14 and then
23 connecting the belt drive clutch mechanism 27 between
24 the engine 16 and the jet drive unit 17 through the
25 pulley 28.

26 It should be clear at this time that an improved
27 removable outboard jet drive boat has been provided
28 which forms a permanent part of the boat while
29 allowing the quick disconnection and removal of the
30 entire unit. This provides the advantages of a
31 conventional inboard jet drive unit with an onboard
32 fuel tank and control. However, the present invention
33
34

- 1 should not be considered limited to the forms shown
- 2 which are to be considered illustrative rather than
- 3 restrictive.

CLAIMS:

I claim:

1 1. An outboard jet drive boat comprising:
 2 a hull (11) having a transom (12);
 3 a housing (13) sealed against the intrusion of
 4 water and having an engine mounting platform (14)
 5 therein and having an engine (16) mounted in said
 6 housing (13) supported on said platform (14) and said
 7 housing (13) having front and rear sides, and a top
 8 and bottom and having a sealable entrance through the
 9 top thereof, and said housing (13) being removably
 10 attached to the transom (12) of said hull (11);
 11 a jet drive unit (17) being attached in said
 12 housing (13) below said platform (14) and extending
 13 generally parallel to said engine (16), said jet drive
 14 unit (17) extending from the rear of said housing
 15 (13) and being operatively attached to said engine
 16 (16) in said housing (13) above said platform (14);
 17 a main fuel tank (33) positioned inside said hull
 18 (11) and having a fuel line (35) connecting said main
 19 fuel tank (33) to said engine (16) for the feeding of
 20 fuel from said fuel tank (33) to said engine (16),
 21 whereby an outboard jet drive (17) and engine (16) are
 22 removably attached to a boat hull (11) transom (12)
 23 and isolated in a separate housing (13).

1 2. An outboard jet drive boat in accordance with
 2 claim 1 in which a secondary fuel tank (38) is mounted
 3 in said housing (13) and coupled between said main
 4 fuel tank (33) and said engine (16).

1 3. An outboard jet drive boat in accordance with
2 claim 2 in which said housing (13) has a transom (12)
3 hanging bracket (32) attached thereto and positioned
4 for attaching said housing (13) to said transom (12)
5 of said boat hull (11).

1 4. An outboard jet drive boat in accordance with
2 claim 3 in which said engine (16) is a diesel engine.

1 5. An outboard jet drive boat in accordance with
2 claim 3 including a fuel pump (41) mounted in said
3 housing (13) and coupled to said secondary fuel tank
4 (38).

1 6. An outboard jet drive boat in accordance
2 with claim 5 in which said engine mounting platform
3 (14) has engine mounts (15) attached thereto for
4 supporting said engine (16) thereon.

1 7. An outboard jet drive boat in accordance with
2 claim 6 having engine controls mounted in said boat
3 hull (11) coupled to said engine (16) and jet drive
4 unit (17) for controlling said engine from said hull
5 (11).

1 8. An outboard jet drive boat in accordance with
2 claim 7 in which a jet drive unit (17) is mounted
3 through said housing (13) rear side and attached to
4 said front and rear sides.

1 9. An outboard jet drive boat in accordance with
2 claim 8 having a battery mounted in said boat hull
3 (11) and electrically connected to said engine (16)
4 for starting said engine (16).

1 15. An outboard jet drive boat in accordance
2 with claim 14 in which said engine (16) is mounted in
3 a reverse direction to said jet drive unit (17).

1 18. An outboard jet drive boat in accordance
2 with claim 9 in which said housing (13) has an
3 auxiliary battery mounted therein.

OUTBOARD JET DRIVE BOAT

1 ABSTRACT OF THE DISCLOSURE

2

3 An outboard jet drive boat apparatus has a boat
4 hull (11) having a transom (12) and having a removably
5 attached outboard jet drive (10) attached to the
6 transom (12). The outboard jet drive (10) includes a
7 housing (13) sealed against the intrusion of water and
8 has an engine mounting platform (14) therein having an
9 engine (16) mounted thereon on flexible engine mounts
10 (15). The housing (13) has a sealable entrance
11 through the top thereof and is removably attached to
12 the transom of the hull (11). A jet drive unit (17)
13 is attached in the housing (13) below the engine
14 supporting platform (14) and extending generally
15 parallel to the engine (16) and extending from the
16 front of the housing (13) out the rear of the housing.
17 The jet drive unit (17) is operatively attached to the
18 overhead engine (16) through a clutch mechanism. A
19 main fuel tank (33) is positioned inside the hull (11)
20 and is connected to a fuel line (35) to an auxiliary
21 fuel tank (38) inside the housing (13) and the
22 auxiliary fuel tank (38) is connected to the engine
23 (16) for feeding fuel to the engine (16). The fuel
24 pump (41) is mounted in the housing (13) to pump fuel
25 to the engine (16) from the auxiliary fuel tank (38)
26 and from the main fuel tank (33) to the auxiliary fuel
27 tank (38). Electrical controls are located in the
28 hull couple through the housing (13) to the engine
29 controls and controls the engine (16) and jet drive
30 unit (17).

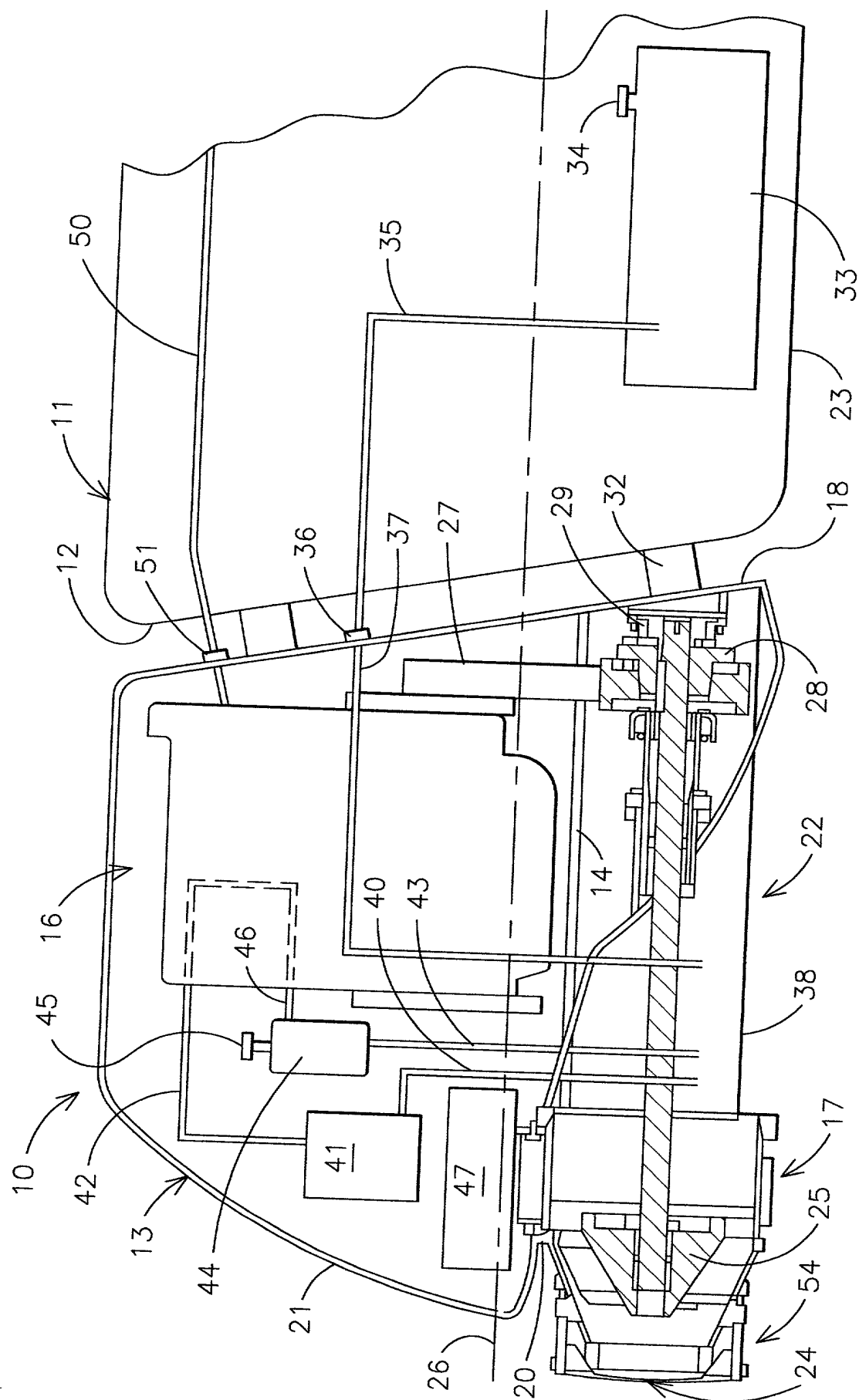


FIG. 1

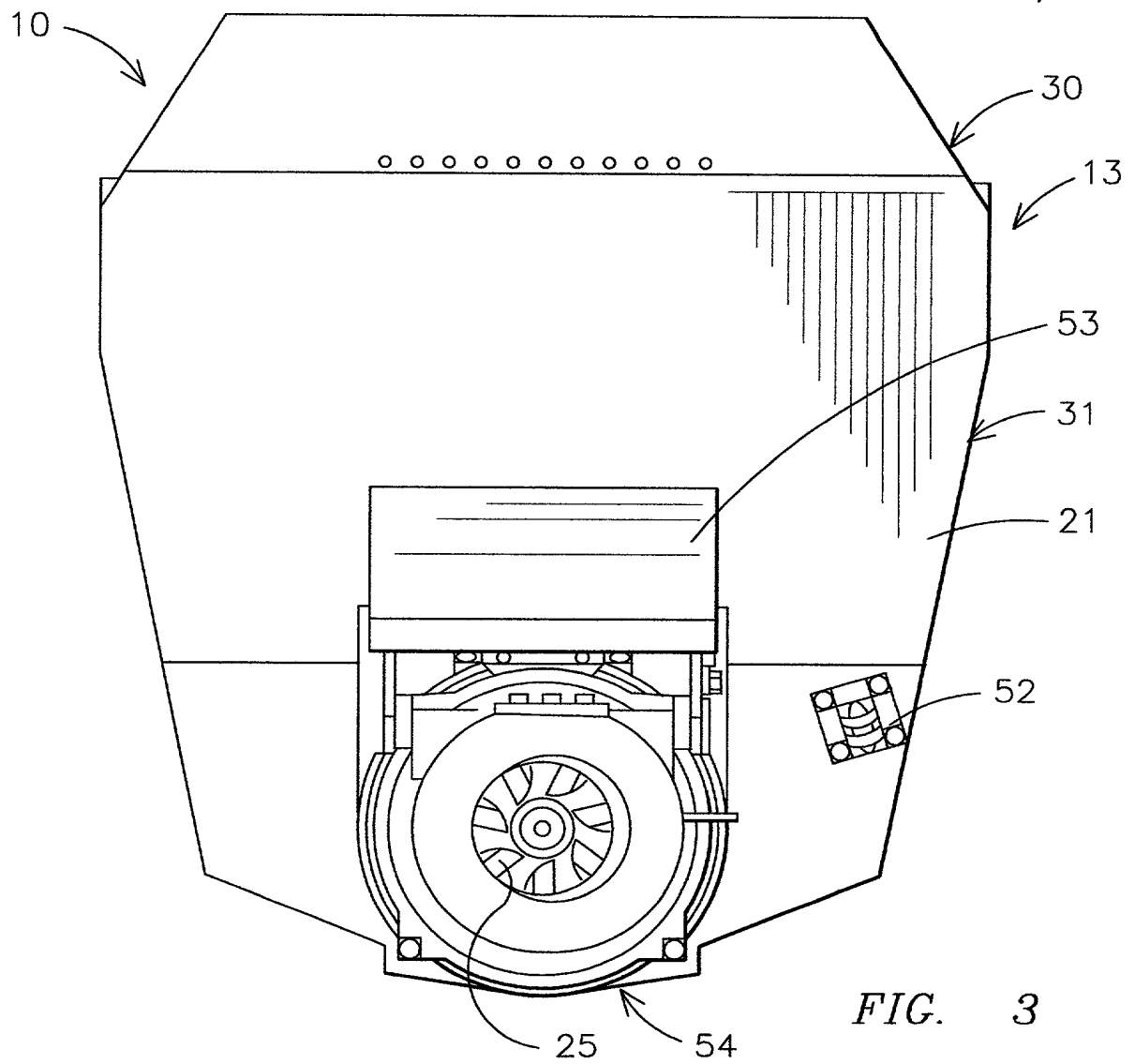


FIG. 3

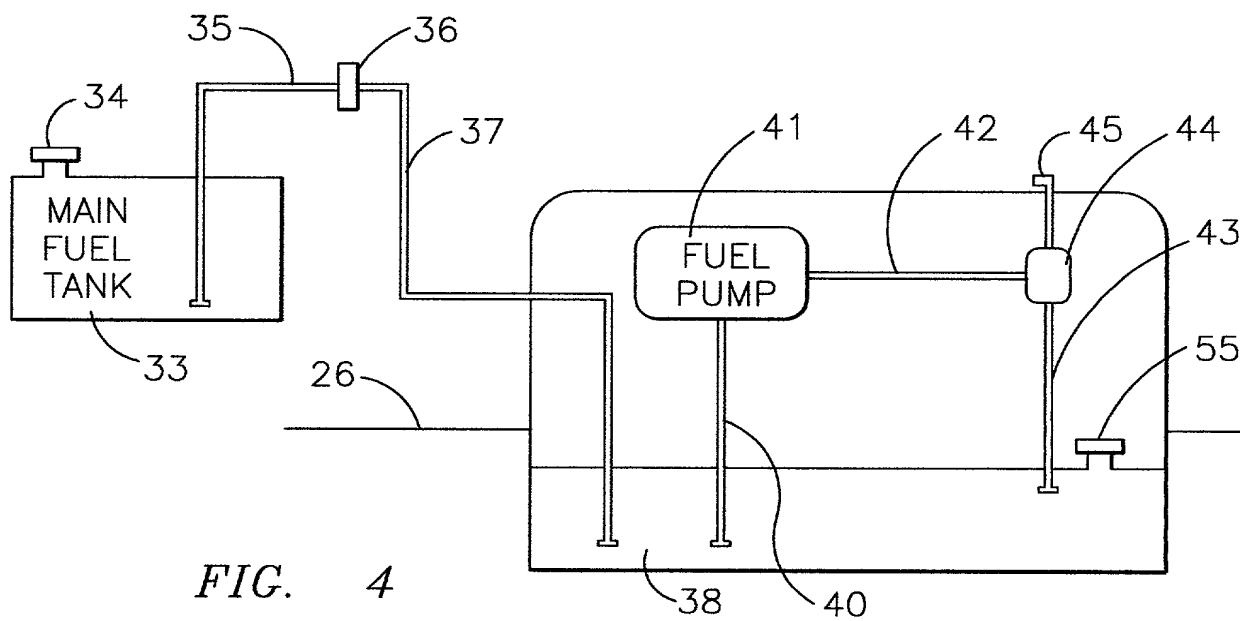


FIG. 4

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DECLARATION FOR UTILITY OR DESIGN PATENT APPLICATION	Attorney Docket Number		00-5487	
	First Named Inventor		LAWSON, WILLIAM	
	COMPLETE IF KNOWN			
	Application Number			
	Filing Date			
	Group Art Unit			
<input checked="" type="checkbox"/> Declaration Submitted with Initial Filing OR <input type="checkbox"/> Declaration Submitted after Initial Filing		Examiner Name		

As a below named inventor, I hereby declare that:

My residence, post office address, and citizenship are as stated below next to my name.

I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled:

OUTBOARD JET DRIVE BOAT

(Title of the Invention)

the specification of which

☒ is attached hereto
OR

☐ was filed on (MM/DD/YYYY) as United States Application Number; or PCT International

Application Number and was amended on (MM/DD/YYYY) (if applicable).

I hereby state that I have reviewed and understand the contents of the above identified specification, including the claims, as amended by any amendment specifically referred to above.

I acknowledge the duty to disclose information which is material to patentability as defined in Title 37 Code of Federal Regulations, § 1.56.

I hereby claim foreign priority benefits under Title 35, United States Code §119 (a)-(d) or § 365(b) of any foreign application(s) for patent or inventor's certificate, or §365 (a) of any PCT international application which designated at least one country other than the United States of America, listed below and have also identified below, by checking the box, any foreign application for patent or inventor's certificate, or of any PCT international application having a filing date before that of the application on which priority is claimed

Prior Foreign Application Number(s)	Country	Foreign Filing Date (MM/DD/YYYY)	Priority Not Claimed	Certified Copy Attached?	
				YES	NO
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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☐ Additional foreign application numbers are listed on a supplemental priority data sheet PTO/SB/02B attached hereto:

I hereby claim the benefit under Title 35, United States Code § 119(e) of any United States provisional application(s) listed below.

Application Number(s)	Filing Date (MM/DD/YYYY)	<input type="checkbox"/> Additional provisional application numbers are listed on a supplemental priority data sheet PTO/SB/02B attached hereto.
60/149,362	08/18/1999	

[Page 1 of 2]

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DECLARATION — Utility or Design Patent Application

I hereby claim the benefit under 35 U.S.C. 120 of any United States application(s), or 365(c) of any PCT international application designating the United States of America, listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States or PCT International application in the manner provided by the first paragraph of 35 U.S.C. 112, I acknowledge the duty to disclose information which is material to patentability as defined in 37 CFR 1.56 which became available between the filing date of the prior application and the national or PCT international filing date of this application.

U.S. Parent Application or PCT Parent Number	Parent Filing Date (MM/DD/YYYY)	Parent Patent Number (if applicable)

☐ Additional U.S. or PCT international application numbers are listed on a supplemental priority data sheet PTO/SB/02B attached hereto

As a named inventor, I hereby appoint the following registered practitioner(s) to prosecute this application and to transact all business in the Patent and Trademark Office connected therewith.

☐ Customer Number

OR

☒ Registered practitioner(s) name/registration number listed below

Place Customer
Number Bar Code
Label here

Name	Registration Number	Name	Registration Number
William M. Hobby, III	24,167		


☐ Additional registered practitioner(s) named on supplemental Registered Practitioner Information sheet PTO/SB/02C attached hereto.

Direct all correspondence to: ☐ Customer Number or Bar Code Label

OR ☒ Correspondence address below

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Address	157 E. New England Avenue, #375				
Address					
City	Winter Park	State	FL	ZIP	32789
Country	U.S.A.	Telephone	(407) 644-8888	Fax	(407) 645-3200

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under 18 U.S.C. 1001 and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

Name of Sole or First Inventor:		<input type="checkbox"/> A petition has been filed for this unsigned inventor			
Given Name (first and middle (if any))		Family Name or Surname			
William		Lawson			
Inventor's Signature				Date	8/6/00
Residence: City	Ormond Beach	State	FL	Country	U.S.A.
				Citizenship	US
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				Country	USA

☐ Additional inventors are being named on the _____ supplemental Additional Inventor(s) sheet(s) PTO/SB/02A attached hereto